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*new file*

Chief, Geographic Research, GRS

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Information to AIA [redacted] Project 25X1A9a

25X1A9a. Certain information listed below will greatly aid [redacted] project. It is probable that none or little of it is available at USAF Headquarters in Washington. It certainly is available at USAF Headquarters, Alaska Defense Command, or from the Kaseg base through them. There is a possibility that procurement through normal channels will be difficult or slow. Direct approach to Air Defense Command may or may not be useful. The data will be in the 3 section (operations) not 2 section (intelligence). Specific mission numbers can be supplied by Romig.

2. The items needed are these:

a. Precise focal length of the lens used for each mission.

Without this data the nominal focal length will be used. This will introduce a scale error proportionally equal to the deviation of the true focal length from the nominal. This is estimated to be 1% but may be as great as 4 or 5%. We do not know the tolerance in the specification for the cameras used.

b. Mission flight log.

Several elements from the log will be useful. The pilot's estimated course will serve as a check for our computed array of nadir points. The pilot's report of barometric altitude and changes along the course flown will serve as a check in scale within rather broad limits.

c. Mission camera log.

The depression from horizontal of the optical axis of the camera is imperative to the system used from producing pseudocylindrical type maps from low oblique photography. Knowledge of the pre-set angle will greatly

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reduce calculation of the depression actually occurring at the instant of exposure. (N. B. a small pilot camera synchronized with the large camera and so set as to photograph the horizon would be invaluable.) The intervalometer setting for the mission will greatly assist checking the nadir points along the flight line. The camera lens meter may be used as a substitute for a) above since through Wright Field we may be able to get the data for each camera produced.

d. Radar tracking logs for the mission.

Such logs from two or more stations might be used to adjust the estimated flight line to the most likely flight line. There may be considerable difference between them. It is suspected that our plot of nadir points may be closer to the radar track than the estimated flight line.

2. Since little or none of the needed data is available in Washington, our best plan of attack to procure it is to make personal contact with Air Defense Command. This should be done through General Burgess (A-2) to the A-3. If they prove unable to supply the data directly it may be most conservation of time to send someone acquainted with the project and its needs--Fornig-- to Alaska Defense Command to ferret out the data and make the necessary arrangements for a channel for future data as it is needed.

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